**Report to: Scottish Railways Policing Committee**

**Item: 12**

**Date: 17 February 2021**

**Subject: Evaluation framework**

**Sponsor: Chair SRPC**

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1. **Purpose of paper**
   1. To provide an update on the evaluation framework as at February 2021 to support the work of the BTPA SPA Scottish Railways Policing Committee (SRPC).
2. **Background**
   1. At the November 2020 meeting of the Committee, members received and agreed a paper outlining the evaluation framework for the Committee’s work.
   2. Members requested additional work to be undertaken on the evaluation framework to incorporate a line of sight to future activities that the Committee would undertake and how these contribute to the evaluated and evidenced work completed by the Committee.
3. **Reflecting future work**
   1. The Committee today receives a paper outlining the proposed workplan for the year ahead. Subject to any c members suggest, it is proposed to link items from the workplan to the evaluation framework.
   2. The following items from the workplan are suggested for members to consider and agree to be incorporated in the forward look on evaluation:
      * Equality, Diversity & Inclusion. Rationale: Legitimacy is a key tenet of policing in Scotland. Scrutinising BTP’s work against the backdrop of the recommendations contained in Dame Elish Angiolini’s report will provide reassurance to members and stakeholders. The work is highly relevant to all four design principles.
      * COP26 planning and preparation. Rationale: The climate conference hosted by the UK to be held in Glasgow in November will present the most significant policing challenge of 2021. The Committee will seek assurance on the preparations and joint planning being made by BTP and Police Scotland. The work is highly relevant to design principle ‘Safe and effective management and operational delivery of railway policing in Scotland ‘.
      * Thematic report on disruption and delay management. Rationale: innovative policing to reduce delays and disruption of the railway industry are at the heart of specialist railway policing. The Committee will want to ensure shared awareness of the approaches taken by BTP in line with the design principle ‘designed on best value principle and ensure value for money’.
4. **Evaluation exceptions**
   1. Most scorecard indicators have available evidence showing positive progress. Two areas from the evaluation framework are showing less progress and are highlighted below.
   2. Design principle 2 consists of several indicators, 2.1 ‘the effective performance reporting by BTP and Police Scotland, where appropriate, against the same policing outcomes’ has had less consistent reporting and therefore less evidence of progress.
   3. Highlighted at the Committee’s November 2020 meeting design principle 3 ‘safe and effective management and operational delivery of railway policing in Scotland’ similarly consists of several indictors. At 3.3 – the attendance at strategic tasking meetings is an agreed measure on how this might be achieved. More evidence is required on this or, other steps being taken that evidence how this design principle is being met.
5. **Recommendations** 
   1. The Committee is asked to review and agree the proposed areas at 3.2 in the paper for inclusion in the evaluation framework.
   2. The Committee considers how to address the evaluation exceptions noted at 4.2 and 4.3 above.
   3. To agree the quarterly production of the evaluation framework scorecard to be made available in members’ packs, but not taken as a quarterly agenda item. The suggestion is that the scorecard is reviewed at alternate meetings of the Committee with key risks being reported as required at other times.

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